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dustrial Development Unit at Hull for an additional officer to assist in the introduction of new or improved equipment and techniques and to carry out demonstrations and trials on all types of fishing vessel. In addition, projects will also be concerned with the investigation of new fisheries both in the U.K. and overseas, and may include participation in voyages on foreign fishing vessels, and periods of

The post would be particularly suitable for a young versatile and fully qualified fishing akipper or for someone with equivalent qualifications. All applicants must have had recent marine experience involving at least two methods of fishing. The ability to get on with people and to communicate ideas is an important attribute and experience of foreign fisheries and the ability to speak a foreign language may be an advantage. A current British drivers licence is necessary.

The salary will be in the range £5,820 to £6,770 per annum with placing according to age and experience (includes Phases I ad II -- Phase III from 1st April is under review). Additional allowance is payable for each day at sea.

> Application forms available from Deputy Secretary, White Fish Authority, 10 Young Street, Edinburgh, EH2 4JQ, to whom they should be returned before Monday,

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This operation is being carried out by the barge" Frank" and will now The vascel employed frequently lays to two enchors, the asbles of which extend 550 metres up current from the vessel. A wide berth is

Lyme Regis 2002.

BMC 2.2 diesel, fully marinised with heat exchange and 1:1 gearbox, excellent condition, can be seen running tittle Aso new lines, steen shall appeared in this newspaper on 7th ning tittle Aso new lines, steen shall with tube and bearings 200. Should have read "IAN OC" and not Colchette, East Cop ORA Tiptree, Tolephune: Carmarthen 31435.

GREEN D 34.40 PURPLE H 61.88 GREEN D 34.67 PURPLE H 61.38 GREEN D 36.63 PURPLE H 60.30

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A lecturer Grade 1 is required by the department to teach practical fishing seamanshi skills. Applicants should possess a Skipper certificate and have had command apprience. Additional and relevant technique qualifications would be an advantage.

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which). Complete with one 100 degree C thermostat x19, extra thermostat \$4.00, oil pressure switch x10, bilgo lovel switch x6.00. All prices include VAT, p&p, goods desputched against cheque, P.O. or COD. We also supply and fit radar VHF, auto pilots and most marine electronics. Solent Marine Systems, 97 Station Road, New Milton, Hants. Telephone: (0425) 610376.

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Boyd Line's Arctic Chellenger will also be leav-Counds as soon as an engine defect is put right.

take on blue whiting.

The big trawler firms —
Beston, Marr and Boyd — are
involved in the operation
which is being mounted by
Joint Trawlers Ltd., the firm
which brought in the Bussian

which brought in the Russian

factory ships for the mackerel

The arrival of the Russian thip Severodvinsk, which has

been operating on capelin in the Barenta Sea, has been delayed. But, already, some tawlers have left for the blue whiting grounds.

into a meal factory on Thursday.

In discussion with the EEC hip in Norway.

Two unloading stations are provided on Severodevinek for interest of the should still strive to get back. There is a precedent for should on Severodevinek for interest of this approach within the should still strive to get back. There is a precedent for should on Severodevinek for interest of this approach within the lost flahing opportunities off this approach wi

which could provide a lifeline for British

trawler owners is getting underway off the west coast of Scotland. Now that the south-

ars sending in a fish meal factory ship to



May 5, 1978



The 10,000-ton Russian fish factory ship Severodvinsk is due to move on to the St. Kilda grounds shortly to take on blue whiting from British trawlers. She is at present held up processing



Licence surprise

TWO SCOTTISH boats fishing in the Farcese sector last week for blue whiting suddenly found they needed licences. After being apprehended by a patrol boat, the Scottish skippers were informed that there was an EEC allocation of 15,000 tonnes for which Brussels would issue 15 licences.

Farcese authorities contacted Brussels only to find that EEC officials were away celebrating the May Day holiday.

day.

The Farcese then took things into their own hands and co-operated by handing out two licences on the spot! The Scottish bosts had moved into Farcese waters after finding blue whiting difficult to catch off St. Kilds.

The issue of 15 licences by the EEC looks like causing something of a stir in Brussels; since the French and Germans already have applied for 35 and British trawler owners have requested 19.

These include Arctic Rever and Arctic Corsair. Due to follow are Fyldea, Irvana, Jacinta, Boston Bienheim, Boston Beverley, Boston Stirling and Ben Wyvis. Start talking in is essential to our operations, said a Boyd Line pokesman. "Without it our vessels, back from the been laid-up." THE GOVERNMENT has been urged to stick with a claim for a 50-mile exclusive fishing zone.

til the factory ship for all member states of the EEC and the factory ship ling their catches into the live of Lochalsh.

The se are among the it was ascertained that Brimeasures recommended by tain was the only EEC countries.

The 10,000-ton Severodthe Trade and Industry Subtry that they would be willing was built in Poland in Committee which has been to negotiate with bilaterally.

See as a refrigerated fish investigating the fishing industry in its report published precedent. Precedent

The Russian vessel carries on quotas, the Government should make the EEC ware of the distinction between fish should be based on fields out for food fish and fish meal, side fishing in return for access to Norwegian waters. or food fish and fish meal, side fishing in return for While the Government access to Norwegian waters, bould still strive to get back. There is a precedent for



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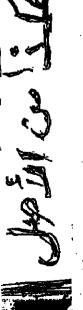
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HEAVY COD HAULS Big blue The some from 1.371 kits, mostly came from the Bond from the North Sea made codling, after just 11 days agented Frenchman in headed the pair teams. A little lower down was a from 1,560 kits on Fried.

sound and the fish of such quality that large cod often peaked at over £50 per kit.

SOME FINE landings from 1,371 kits, mostly came from the Both open for falling catches off the west coast of Scotland and three moderate distant water trips at Grimsby last week.

Landings by the pair trawlers and seiners were especially good and helped push the overall weekly tally beyond 20,000 kits once again.

There were heavy catches

Bojen from 1,371 kits, mostly came from the Both open the Mostly interpretation. It days again to the best of the best local effort in green's first trip pairing after years as the weekly tally there was noticed to the best local effort in green's first trip pairing after years as the weekly tally there was noticed to the best local effort in green's first trip pairing after years as the weekly tally the west local effort in the best local effort in green's first trip pairing after years as the weekly tally the west local effort in the best local e

beyond 20,000 kits one of It was Johnny Stringer's special from any of tags.

There were heavy catches of cod and codling in particular, from the German fishermen.

It was Johnny Stringer's special from any of tags of tant water travers.

BUT's Northern Clip of the top distant water travers the top distant water travers the top distant water travers the special from the Consolidated Fisheries.

Kronborg (Sk. Hans Dain) on her first voyage this topped £10,000 (by exactly with £35,668 from 1,100 in £400) for the second time in of cod and haddocks after Another massive combined three landings at Grimsby days on the 'coast'. It is trip of £40,406 by Jens Bojen with 396 kits of coci to out-and 'Lemon' Richardson in gross all the other seiners. tish landing at Grimshy Top middle water trip 1978.

a Common Fisheries ONE OF the largest Policy could spell the catches of blue ling seen end ot the lucrative at Hull met with a very mackerel transhipping

cond landing at the port, had granted. 1,795 kits — including 80 of Pressu THE British Transport
Docks Board is not
prepared to offer any
concessions on port
charges to the fishing
industry on Humberside where fewer
vessels are facing ever
increasing costs.

There was a net profit for
all the Humber ports of
Goole, Hull, Immingham and
Grimsby of £7.3m in the last
financial year.

The BTDB chairman, Sir
Humphrey Browne, made

The BTDB chairman, Sir
Humphrey Browne, made cod, 240 of haddocks, 800 of Denmark and West Germany

time some years ago when she was named Miss Trudel. At hat time she was owned by not have any effect until the

which sold for £22,310.

47.6

a Spanish crew. She now works from Concarneau and landed 1,131 kis, including 30 of squid,

The regulation is designed to stop the practice whereby two British companies hired Bulgarian freezer ships to process mackerel caught by English and Irish fishermen off south-west England and in the Irish Sea.

This took place mainly in the Carrick Roads off Falmouth and about eight Bulgarian vessels were involved, according to Commis-sion sources. The mackerel was exported in Bulgarian carrier ships to Bulgaria and Vigeria.

The Commission believes that these operations are comparable to those made in Third Countries where

MARRY EVISON, one of the best-known figures on Grimsby fish docks, retired last month after 51 years service to the fishing industry.

Mr. Evison, fish dock tug

Work about then it was quite

tions of ten trawlers waiting in

the Humber for every tide.

"There was that much

work about then it was quite

to not a series and tug super
the series and tug super
This was in the boiler shop of

Two years later he made

listing trip to the

work about then it was quite

work about then it was quite

to not a series and tug super
the series and tug supe

the served in minesweepand then took the steamer

Syrian as skipper fishing

that Grimsby
the served in minesweepand then took the steamer

"I never thought after the
war that I would ever see the
day when the deep water

leand on skipper fishing war that I would ever see the li-1951 he came ashore to trawlers had nowhere to the Grimsby sections the Grimsby sections the Grimsby sections of the section of the leaves o

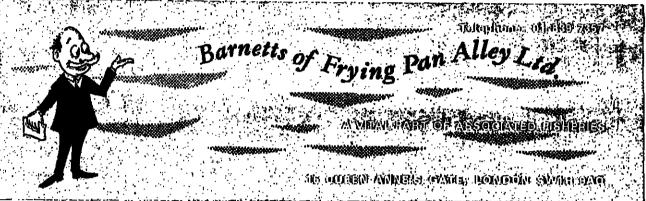
will the EEC at Hull met with a very good demand on Tuesday. The French trawler Capitaine Byron, which had been fishing the Westerlies, rolled up with 1,710 kits of blue ling from a 1,950-kit landing. It sold for £42,842. The French arrival — the only vessel landing for Hull's Tuesday market — made from £18.65 to £23.50 a kit for her blue ling. Fleetwood's landings were again dominated by a French westel last week. Mont Cenis, making her seleval and the EEC, experts in Brussels consider it unlike. Mont Cenis, making her seleval and the EEC, experts at the selection of the past few market. Mont Cenis, making her seleval and the EEC, experts in Brussels consider it unlike live that licenses will be granted.

trance lock to Grimsby fish docks has been clos-

A pedestrian/vehicle bridge is to be installed across the lock for engineering work to be carried out on fish dock

The lock will remain closed for some time and fishermen are advised to take extra care when approaching the 45ft. eastern lock which will now be used for both arrivals and

departures.
Skippers wanting to pass through are advised to take notice of the aignals — es-



SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

Upon My Hippocratic Oath !

I was hardly back from Kempton Park ("Hissed down all day, mum, and not a single winner !"), when I found the note on my deak - not even in an envelope ! "Barnett. You are to go to the B.U.P.A. Medical Centre at Kings Cross for a thorough physical check-up, which might be considered by many shareholders to be a waste of Company time and money. Go whenever you like, but your salary will be suspended until I receive from the examining doctors a full and detailed report of your present senescent state and condition. Chairman."

I was in lovely Kings Cross very early the following morning, and in my Warks and Sparks undies, dressing-gown and socks a few minutes later.

During the next frightening St hours I was rushed from one terrifying test to another, each more horripilating than the one before. I gave blood, I gave breath, I gave wrine, I gave measurements and weight, and bravely bared my chest for X-rays by two nurses with the most frozen hands since Mimi of La Bohème fame.

Then my optics were peered into (visual acuity), my ears were shouted into (audiometry) and the butterflies in my tummy were given a hard time and five cups of coffee to keep them from continually attempting to take-off.

Next, the questions! We were called, about 20 of us, one by one, to sit in front of a small screen rather like a telly, on which was flashed a series of questions, each question having four or five parts, and we had to press a button opposite the answer which we believed to be most applicable to our own particular case, Firinstance: "Do you drive a car ? If so, how many miles each year: 2,000-6,000 ? 6,000-10,000 ? 10,000-20,000 ? Over 20,000 ?" Then up popped another question: "Your present job: Do you enjoy it: Yes ? No ? Wish to retire ? Wish for promotion ?" Then, "Do you have a cough ? In the mornings ? During the day? At night ?" ... all very meaningful stuff, and lots more.

Then, at last, I saw the Great Man, the chief witch doctor himself. "Please sit down," he said, looking at me very intently over his tri-focals, "I have the results here of your personal questionnaire. For your job ambition you appear to have present the button alongside the answer, 'Promotion'. Wistakenly, I presume ?" "No" I said. "I'm keen on promotion, sir, and am expecting it."

He quickly shuffled through some papers - mine, I guessed - and asked me if I had been born, as I had stated, in 1911. On my happy assurance of this well-known catering and fishy fact, he passed a less than steady hand over his forehead and asked hist what form I wished my promotion to take. When I was frank enough to tell him whose job I wanted, he said delusions, fantasies and obsessions were all part and parcel of our normal growing-up process, and they were not harmful to the ego or libido provided they were kept under strict control, although we should endeavour to come to terms with these imaginings not later than early middle-age

Then off with my scanty covering as he gave me a full and thorough going-over; tut-tutting as he worked and probed. Finally he said, "Sorry, my dear chap, this! is, I'm afraid, the final discomfiture. Face the wall, pull your legs up to your chest, try not to fall off the couch or hate me, lie still and think of England." I did try. But it was extremely difficult to concentrate at that particular moment on the country of my birth. My thoughts tended to focus, perhaps selfishly, on my oun immediate predicament in resembling a Stineburys' oven-ready chicken. But it was soon over and my torturer let me up to dress. Which I did. Quickly.

A funny thing happened to me on my way out through the waiting room.

Ouese who I saw white of face, waiting next in the gueue for the rigours of the examinating couch. You're right I that Certain Person II And I thought pack to my last painful, undignified ten minutes — and laughed all the way buch to sheet Sur, lobingly waiting for me in Queen Anne's Saute. A fumy thing happened to me on my way out through the waiting room.

aets

Regent Bird (above) is back at board. her home port after being illeged fishing offence.

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his crew were escorted to Bergen by a Norwegian patrol vessel. Skipper Morgan had to pay a fine of £1,500, plus £3,500 to retain his catch and

It is thought that the alleged offence could be technical as it is customary for crews to use a 'lifter' or 'cover' net to ease the strain on the cod and

The mesh of Regent Bird's rrested in the Norwegian seine not is understood to stor of the North Sea for an have compiled fully with the requiations.

THE British Transport

otherwise other users of the really resign on that."

lumphrey Browne, made business, as far as possible, is this clear last week. He stress- on its own.
ed that it had been the fishing "The fishing industry can-

industry's decision to go not reproach us because we ahead with modernisation were persuaded to enter into schemes for the fish docks at capital works to modernise both Hull and Grimsby.

"As far as we are concerned decision not ours. They we have an agreement to entered into agreements on which we must adhere, charges and now they cannot

docks, the non-fish cargoes, are simply subsidising them (the fishing ports) and that isn't right."

The report shows fish landings at Grimsby for the year were 91,081 tonnes (15 per cent lower than the previous Sir Humphrey added: "We year) and 77,806 tonnes at believe that it's in the best in-Hull (16 per cent down).

Merchants to head for Italy

A SIX-DAY export sales mission is to head for Italy this autumn. It is being organised by the White Fish Authority's Trade Department for UK fish and shellfish merchants.

The itinerary has been arranged in conjunction with HM Government Consulate staff in Italy, and members are to be received on arrival in Milan by the Italian Importers' Association.
From Milan — which is to

be the party's base for three days — visits will be made to Genoa, the Venice/Chioggia area and Rome for a series of meetings with fish importers, merchants and processors to discuss opportunities for the expansion of exports of all

categories of UK fish and fish products to Italy.

Last year's WFA Trade Mission to Spain was outstandingly successful, and a spokesman for the Trade Department stated that it was anticipated this year's Italian venture would generate even greater business. "We have already received an encouraging number of enquiries from those who par-ticipated in the Spanish trade tour and it would appear that the advantages derived from

in mind."

Copies of the prospectua prepared for the Italian Mission — October 1 to 7 — are available free of charge from:

The WFA Trade Department, Sea Flaheries House; 10 Young Street, Edinburgh RH24JQ Tel: 031-255 2515

Position sa secretary of Milford Trawler Owners' Association and also as secretary of the Milford Fish Trades' Protection Associa-tion. Miliford los Company, and Miliford Fish Meal Com-

His position at the owners' association came years after his original post with the fish trade which he held from 1960...

His successor is to be Hugh Kerr who has been in-volved in trawler ownership and management for 40 years. When the W. Kerr fleet, headed by his brother, the late William Kerr, OBE, was one of the port's biggest films, Mr. Kerr played an important part in minning it.

report on its investigation into the fishing dustry has proved very timely, especially his recommendation to open up bilateral talks will Norway to ensure that our fleet can keep finisin these waters. The importance of Norway as a fishing and for Humberside freezers and the Scottish sent

THE TRADE and Industry Sub-Committee

net fleet cannot be under-estimated. The loss these grounds could annihilate the ports of lin and Peterhead. Why we say the report is 'timely' is because

has come when the Norwegians — despite the previous friendly attitude to Britain - hat begun to harden. This started back in April when a Norwell

boarding party warned off a Scottish seinst in not keeping a fishing log. This was despite fact that there had been assurances feet Norway that most of the control measures like had introduced would not be effective until it end of this year.

Last week there was another incident to derline the changed Norwegian attitude was the Peterhead seiner Regent Bird was fined using a 'cover' on her net to ease the sk when heaving it aboard. A normal practice Scottish sciners.

Even the men on the Norwegian patrol both were non-plussed by this kind of nit-picking a explained that their orders had come from a Government. Government.

It now seems that any British vessel enter the Norwegian zone will be subjected to inter-scrutiny, simply because of the growing enchantment in Norway over its attempt with the EEC.

On this subject we can only agree with Norwegians; after all, we have the special problems ourselves. If Minister John Shi really wants to avert the crucial blow to a control of the crucial blow to a cont Norway banning British trawlers because EEC indecision, it is time to get talking the the way the sub-committee recommen

fishing news

Harry Barrett Assistant Editor: Ian Strutt

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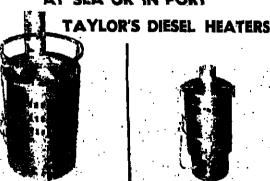
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t have been kept very much

ALBERT DAVIES has retired

Mr. Kerr will take over all four positions held by Mr. Davies.

westerlies in the 'bridgelearner, collecting the
learner, collecting the
learner, collecting the
learner collect

That different distant has and, when is much respected by his colleagues. Harry Evison is planning to retire to Wales.

None of the top trawlers in preThat different distant has been so spec-

APELDOORN THE NAME IN WHITE FISH PAIR TRAWL NETS

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Marr appeals against Faroe nets mesh fine

imposed by a Faroese court on the skipper of the Aberdeen trawler Glen Urquhart for a breach of net regulations. The codend was confiscated. The vessel's owner, J. Marr

(Aberdeen) Ltd., is to appeal in the Faroese High Court against the conviction.

Skipper Sandy Brown had Skipper Sandy Brown had part of the net in question so been taken into Thorshaven last weekend by a Faroese fisheries protection boat. Marr's appeal is on the

literal interpretation of mesh regulations by the Faroese A spokesman for the

owners said they understood that the gauge should pass through the mesh "easily" director of J. Marr (Aberdeen), said that the

Twenty-four hours after

the Loveden record, Skipper Michael Zeebroek in the pocket trawler Yolande-Anne

snatched Victory's inshore

trawling record on April 26 with a new high of £8,220. Using a Cosalt Concord box

owned and agented by Thomas Hamling's Grimsby subsidiary, landed 218 kits

(mostly big cod) after an 11-day trip which began off the Lincolnshire coast and ended

It is thought to be the first time a Grimsby trawler with an engine below 200 hp has made this sort of money single-boat fishing.

The 'Yo-yo' record, which delighted the owners, included a single haul of 70 kits.

took up a considerable Sandy Brown — skipper of amount of the court's time. Marr's Glen Urquhart.

ment of Agriculture and

Considerable efforts were

placed on mesh sizes before every Aberdeen trawler leaves for the middle water

Fishing Vessel Owners' Association could not comment on the case until they

HOW EASY SHOULD TEST BE?

an opportunity to have the net tested by the Depar-

made to ensure that the trawler's net conformed to the new Farcese laws before she left Aberdeen. Particular emphasia

Officials of the Aberden

Grimsby records tumble TWO MORE Grimsby grossing records tumbled

last week.

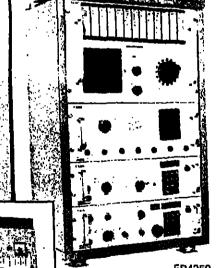
Skipper George Ireland —
back in Lindsey Trawlers'
Loveden after missing two
trips — pushed the port earnings record for trawlers in
the 100 to 110-ft. category to a
new high of £13,774 after a
14-day North Sea trip.

It was the third time
Skipper Ireland in the 106footer had improved on the

brings the experience of 77 years in marine electronics to the fishing industry

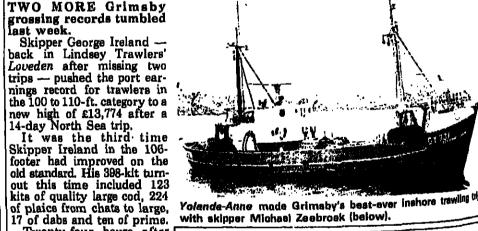
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Yolende-Anne made Grimsby's best-ever with skipper Michael Zeebroek (below).



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Hopes are high on Humberside that several distant water wet fish trawlers wishich have been laid-up since before last Christmas may get back to sea this month to fish Bear Island. Already BUT at Hull has get Lord St. Vincent ready for its the Arctic circle and other Hull freshers could follow. In Grimsby BUT's Vincent ready for last water a cautiously optimistic." That is what we are aiming to do, but it is not necessarily definite—we are cautiously optimistic." With each trawler or early for last when the seas can cautiously optimistic." With each trawler or early definite—we are cautiously optimistic." With each trawler or early for last water and some good of moth-bells for Bear Island/Spitzbergen this. A BUT spokesman at A BUT spokesman at Island and Island I

A BUT spokesman at Grimsby told Fishing News last week: "There is a spitzbergen are the only disposability that we will be getting some, if not all three, a closed zone, which are not back most probably at Bear licence or subject to back most probably at Bear licence or subject to back most probably at Bear licence or subject to svalvard legislation and the subject to sub

years.
This effectively prevents a major assault on Bear It would seem to be seen to be

trips go ahead.
Unfortunately the future for the really big wet fish freshers remains no brighter.

icences available.

its six-strong freezer fleet.

The firm was only able to put Northern Gift back on to the Norway Coast recently because the freezer Invincible undergoing generator

Now the position has been made more difficult by Goth

It would seem this uncertainty is a major reason why BUT has decided to operate its smaller, more economical distant water trawlers if the

At Grimsby, it is understood, there are still only 13 north-east Arctic quota

The Boston Group and Consolidated Fisheries are presently running four wet rishers each and BUT has to spread five licences amongst

returning from the south-west mackerel season. This freezer is presently being overhauled but, eventually, BUT may be forced to adopt a new fighing role, or switch grounds for al least one freezer, to comply with the current distant water

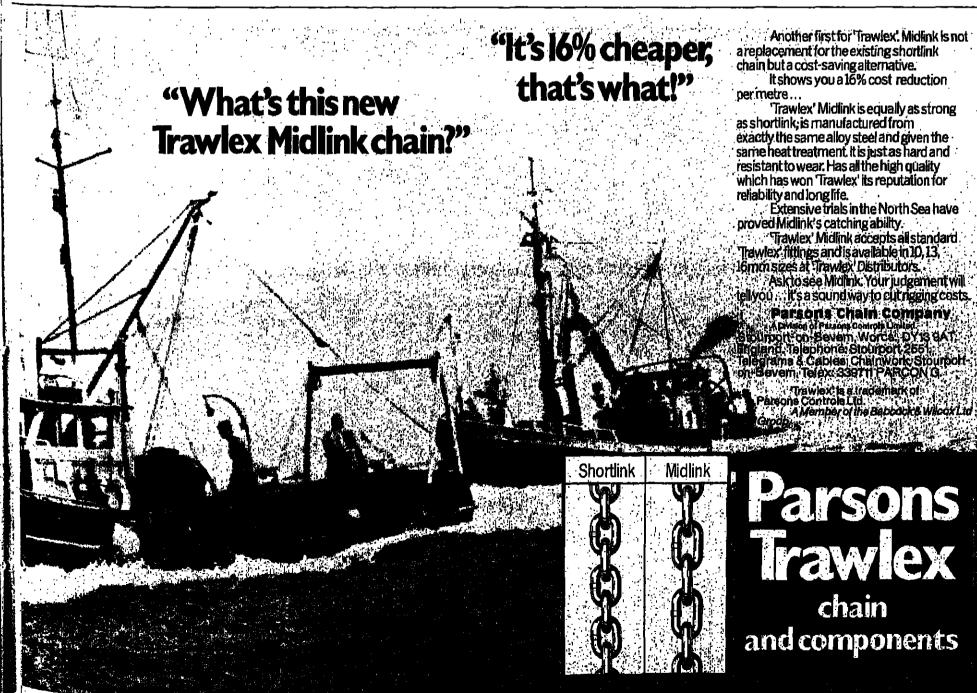
two landings of note last week --- but both brought excellent grossings.

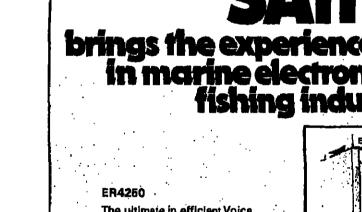
Top ship was Platon S struck a rich seam of cod before returning to port with a total of 235 kits which sold for £6.308.

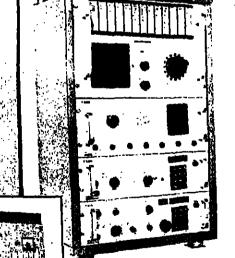
Included in the catch were five kits of haddocks, 110 of cod, 30 of whitings, 25 of plaice, three of turbot and

by *Norrard Star,* command by Skipper John Rogers, which had a similar catch from the same area. She landed 253 kits, including 110 of cod, 25 of whitings, five of turbot and brill, 20 of place and five of soles. The hau sold for £6,912.

it was a good merchants dealing in cod but roker buyers had only just 10 kits of the variety to bid to



















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JEAWINCH LTD. Unit 18, St Michael's Trading Estate Bridport, Dorset DT6 3HR Telephone: Bridport 56232 CAPSTANS LINEWHEELS **NET HAULERS** PUMPS COMPLETE KITS for the Inshore Fisherman



Grange Marine Services 15 MINUTES IN THE NORTH SEA MP BACKS INSHORE INSHORE Pocket of air saves non-

A 63-YEAR-OLD inshore share fisherman was described as 'the luckiest man alive' after surviving almost 15 minutes adrift in the North Sea last week.

He is a non-swimmer.

Jakie Mountain did not lose ny. At the time Jonny was assisting a Norwegian cargo wessel to leave Grimsby. Skipper Bernard Huntley of Cleethorpes dived in fully of Cleethorpes dived in fully Cleethorpes dived in fully Barker, but he was found to was swept overboard from the new Grimsby section tug Jon-General Hospital.

Johnny James and assisting a Norwegian cargo wessel to leave Grimsby. Skipper Bernard Huntley of Cleethorpes dived in fully Cleethorpes dived in fully Gody and Tolor of Cleethorpes dived in fully Gody a

Johnny James was returning to Grimsby on the in-shore fishing vessel Lead Us when he accidentally fell into the sea. Mr. James believed he kept affoat because of a

fisherman's work suit. The rescue was hampered peace with Arbroath's

pocket of air trapped across

years ago

MAY 5, 1928 FLEETWOOD buys two 136-ton steam trawlers from Hull. Sea Monarch and Sea Sweeper are now

the largest vessels in the local fleet. THE British and THE 56FT. Deejay, owned Norwegian Whaling Co. by David Rainford, chairset-up to give Britain a man of the Fleetwood more prominent part in Inshore Fishermen's the whaling industry Association, and Skipper

GRIMSBY'S lifeboat at Fleetwood. house, near to the fish docks entrance, to be demolished after being empty since the lifeboat demolished after being out of that port before coming to Fleetwood. She is was withdrawn last year. powered by a 230hp Gardner

SIR JOHN BROWN, founder of the Aberdeen Steam Trawling and Fishing Co., dies. His fleet grew to 88 and was later used to help set-up the Aberdeen Coal Co. of which Sir John was chalful for the control of the control nine vessels in the last three which Sir John was chair-man. The fleet brought coal from the pits straight down by six.

week.

the Baltic.

Feelings against the

Job drive at Blockade Fleetwood

bv 400 AN 'astonishing' response to a recruitment drive at Fleetwood by Lowestoft's Coine Fishing Co. has been reported by the local

Job Centre,
George Cooper, trawler
manager for Colne, said the
firm had interviewed about

A FLEET of 400 Danish
fishing boats were
reported to be blockading
the port of Bornholm this 45 men and would probably hire half of them.

There are already many
Fleetwood fishermen working
out of the east coast port.
Some are fishing and others are on oil rig standby vessels. Many of those are owned by the Colne company which is the largest at the east coast These measures were taken when it was found that the cod quota was running out fast.



Now he likes smokies Harry Towb has made his by misty fog, but Skipper angry fishermen and merchants. He visited the Scottish town last week

smokies he made fun of in a beer advertisement.

In the TV advert and in In th would spoil the image of the smokle. Scottish and Newcastle Brewers hastilly withdrew the advert and apologised.

Harry was treated like for 180 years and he expent royalty when he visited the his products all over the town to try smokies for the first time. South Angus MP, Andrew Welsh, was there to greet him along with hundreds of fishermen.

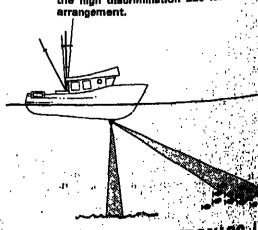
When Harry tried his first piece he said: "Your beer is an broducts all over the broducts.

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"A MINIMUM price structure for mackerel must be reached speadily between buyers and fishermen A MUST-BUYERS

May 5; 197 May 5; 1978

winnie Ewing, MP for Moray and Nairn, is taking up the right of fishermen for early retirement relief on capital gains.

She has pledged her support to the Scottish Fishermen's Federation, which raised the matter with the Chancellor of the Ex
buyers and fishermen if UK exporters are to strengthen their hold on overseas markets."

Mr. Bolt, acting as a fishing nations are trying to capture the same markets and the UK has to be at the for human consumption virtually everything the fishermen caught this year—
but only if the right kind of price agreement is reached.

There is due to be another meeting with fishermen's Bolt added that an agreement is representatives today (May had to be reached between the competition.

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chequer last month.
The Chancellor's first reac-

Mrs. Ewing has asked the Chancellor what classes of businessmen could be compared with inshore fishermen. She has also pointed out that the Inland Revenue's with Alistair Jack.

Sine was piped into the water by some pipers of the local pipe band which played on Paul McCartney's Wings group hit recording of Mull of Kintyre.

It was four years ago to the She was piped into the

Skipper's bigger Kestrel potential of the mackerel

Mr. Bolt, acting as a spokesman for buyers, said fishing nations are trying to that they would be able to sell capture the same markets and the UK has to be at the tually everything the competition.

All the major mackerel 12) when prices will be distingular to cuses further.

The potential for UK human consumption sales thuman consumption sales that all the meeting because exporters had to conclude deals very soon.

Both sides had already thrashed out a number of problems at an earlier meeting. These included landing and fishing weeks. lowever, the minimum price problem needed more time. As long as fishermen do not put their price structure too high there was a tremendous

The Chancellor's first reaction was that to make a special case for fishermen would open the door to other "goupe of businessmen."

Mrs. Ewing has written to the life of an ordinary businessmen.

Mrs. Ewing has asked the Chancellor what classes of businessmen could be combinessmen could be combined the first Campbeltown Shipper Campbeltown Studentian that Campbeltown Campbeltown Campbeltown Shipper Campbeltown Studentian that Campbeltown Campbeltown Campbeltown Studentian that Campbeltown Cambbeltown Cambbeltown Studentian that Campbeltown Cambbeltown Cambbeltown Studentian that Campbeltown Cambbeltown Cambbeltown Studentian that Campbeltown Shipper Cambbeltown Cambbeltown Cambbeltown Studentian that Campbeltown Shipper Cambbeltown Cambbe

fisheries, according to buyers. The first mackerel to be seen at Aberdeen fish market this year was landed this week by the Aberdeen trawler Grampian King. She turned out a 100-box catch averaging

THE ONLY PROPELLER THAT'S NOT



TWO 120-FATHOM lengths of 24 in. diameter synhello anchor-seiner rope has just been exchanged ther two years of continuous fishing without failure

which supplied the rope fishing rope orders which have been coming in from as beinghted with the results.
The company specially produces the "Airco" range of lisher men, from the lightweight synthetics used in 3 in seine rope popular with similar rope popular with similar rope popular with lightweight synthetics used in 3 in seine rope popular with lightweight synthetics used in 3 in seine rope popular with lightweight synthetics used in 3 in seine rope popular with lightweight synthetics used in 3 in seine rope popular with lightweight synthetics used in 3 in seine rope popular with lightweight synthetics used in 3 in seine rope popular with lightweight synthetics used in 3 in seine rope popular with lightweight synthetics used in 3 in seine rope popular with lightweight synthetics used in 3 in seine rope popular with lightweight synthetics used in 3 in seine ropes lightweight synthetics seine ropes with a lead core back in 1963 with a lead core back

on the top Grimsby anchor seiner Dorny.

A section of the rope, of tri-maintain a level of strength the stranded, lead-weighted which remains unaltered for polypropolene monofilament the rest of their useful lives.

Maintenance of the strength of the strength the rest of their useful lives.

Skipper-owner Paul strength by the Shaffield Grimsby's hardest working

Reight by the Sheffield Grimsby's hardest working may broke when a load of broke the port record, in realisplied.

Robert A. Norfolk, managed Grimsby's hardest working the port record, in realisplied.

Robert A. Norfolk, managed Grimsby's hardest working to essent and last month all but broke the port record, in realisplied in th

A COMPROMISE. The main problem for most

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clusive authority to the coastal state, is that sooner or later someone will break the

In a quota system without coastal state control an EEC member state, under pressure from its own fishermen, will reason that it has little or nothing to lose from going over the quota, provided other states continue to cheserve it.

smallest cobles tisning are at risk from the CFP as it now stands, for it will permit foreign fishing up to the beaches in the 1980s.

FN: Most people seem to accept the need for the contraction of fishing effort and the licensing of vessels is conserve it.

In aggregate the total allowable catch will not be exceeded by much more because others will stick to their quotas, so the future of the incentage of vessels is usually the means of doing this. What are your views?

AP: I think we have to be because others will stick to very careful about accepting the need for further contraction for source. the stocks will not be tion for several reasons.

the stocks will not be threatened and, at the same time, the member state's fishing fleets will be preserved intact.

But, of course, this is the beginning of the breakdown of the system because other states will not be willing to be taken for a ride by the undisciplined countries and they, too, will loosen the reins on their fishermen.

The outcome is predictable tion for several reasons.

First, we do not yet know the outcome of the CFP negotiations. We want a fleet sufficiently large to take advantage of whatever is available and we certainly do not want to contract in advance of any agreement.

Second, I would rather see frestricted, than out of work altogether. With proper conservation the stocks will revive and this will, we hope,

'FN' talks years. Thir to the new NFFO as asstructive and the disappearance of a proportion of these boats would make a negligible contribution to the revival of stocks. chief

— a general breakdown of the other problems are there? quota system, TAC's exceed. AP: Most of the difficulties ed and everyone's livelihood facing the industry follow

system.

FN: How should the weakness be tackled? AP: The coastal state must be Grimsby and Fleetwood, for given exclusive control over the waters within its fishery limits out to 200 miles or the

The coastal state has a long term and direct interest in conserving stocks for the benefit of its own industry. It must, therefore, control its own fisher men and any foreign fishing activity with this in mind. For example, it would be inconceivable for the Norwerians to nermit the the Norwegians to permit the operating elsewhere, overfishing of the Arcto On other conservation overfishing of the ArctoNorwegian cod now it is within their power to prevent it. Similarly, no UK government with exclusive control over the North Sea herring would have allowed the disaster of its overfishing to have happened on the scale it has FN: Do you think the industry should stick to its policy of pressing for a 50-mile exclusive limit?

AP: Yes! Whatever the outcome of the Current negotiations, the long term aim of the British fishing industry must be a widening and strengthening of the coastal state control. Policies designed to achieve this end must be pressed not only for the current generation of fishermen, but also for future generations.

No one should be under any illustons about not lose sight of the marketing side of the CFP is supposed to offer some protection to fishermen who have often suffered severely at the hands of weak markets. The system must be made to work effectively. FN: The NFFO has grown rapidly since its inaugural meeting a year ago. What do you attribute this to? AP: The fishing industry—along with most other industry. The problem here is to persuade the Government to implement them.

In the midst of all the battle on the catching side, we should not lose sight of the marketing problems. The marketing side of the CFP is supposed to offer some autitude. The marketing side of the CFP is supposed to offer some autitude. The marketing side of the CFP is supposed to offer some autitude. The marketing side of the CFP is supposed to offer some autitude. The marketing side of the CFP is supposed to offer some arction to fishermen who have often suffered severely at the hands of weak markets. The NFFO has grown rapidly since its inaugural meeting a year ago. What do you attribute this to?

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In the midst of all the battle on the catching side, we should not lose sight of the marketing side of the CFP is supposed to offer some protection to fishermen who have often suffered severely

smallest cobles fishing are at risk from the CFP as it now

revive and this will, we hope, ease the problem in a few

Third, the section of the fleet represented by the NFFO, the English share fishermen, operate vessels which can hardly be described as darkwriting and the discribed as destructive and the dis-

Finally, the burden of dislocation and decline on the has already been exceptionally severe over the last few years and it is time other countries took on a greater share of the load. FN: The renegotiation of the CFP is clearly the most im-

executive portant issue facing the industry at the moment. What threatened. We have already from the dislocation caused seen it happen many times by changes in the Law of the before under the old NEAFC Sea and the CFP. The system.

FN: How should the ticularly troubling.

Share fishermen at landing dues resulting in part

generations, economies—is increasingly No one should be under enmeshed in government any illusions about not being regulations of one kind or threatened by the CFP in its another. Many fishermen

have realised that, without dustry can transmit to pressure on the Council of FN: In conclusion, what the views of its FN: Your office is now in AP: After graduating in 1% danger of being overlooked members loud and clear. Grimsby. Why did you I went to work with the William of the conclusion of the council of FN: In conclusion, what the year.

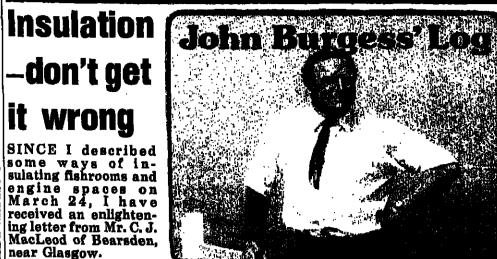
May 5, 181 May 5, 1978



SINCE I described some ways of in-sulating fishrooms and engine spaces on March 24, I have received an enlighten-ing letter from Mr. C. J. MacLeod of Bearsden, near Glasgow.

Although a mining engineer ie says he is an avid reader of Fishing News because, whenever he can get away from his hectic duties, he goes

fishing.
It is his hope that, if his information saves fishermen from suffering from the effects of fire and toxic fumes, he will be forgiven for setting his pots off the west of Skypl Horn is the gist coast of Skye! Here is the gist f his letter. Having had 30 years' ex-



perience of fighting fires underground, I was more than a little perturbed to read in Fishing News, March 24, that one of your correspondents wanted to insulate his boat a maximum of 1,180°C. We

thermally as well as accoustically with polyurethane
foam and glassfibre.
Unfortunately, insulation
is one of the most misunderstood subjects. When we put
insulation on the inside of a
ship, or a mining tunnel, or insulation on the inside of a ship, or a mining tunnel, or even a house, and that is where most insulation is put, we are not insulating the ship or the mine tunnel or the house — we are insulating the contents and/or the inhabitants. We could only insulate the ship or the house if we could place the insulation externally — and this is not always possible.

In layman's language, we insulate to capture BTU's (British Thermal Units) and prevent them from escaping. This is all very well, providing these BTU's are supplied from a device that is controllable. But should even a small fire start in a boat from the ships of the other side of such a fire, if there had been any way of getting round the heat. These facts were reported to me to the Board of Trade which was, I believe, at that time insulating container ships with polyurethane from the material as an insulating polyurethane or any other material as an insulating supplied from a device that is controllable. But should even a small fire start in a boat from the first of the controllable in the controllable in the controllable. The first of the controllable is not always possible to rescue anyone on the other side of such a fire, if there had been any way of getting round the heat.

These facts were reported to me to the Board of Trade which was, I believe, at that time insulating container ships with polyurethane or any other material as an insulating polyurethane or any other material as an insulating the controllable. But should even a small fire start in a boat from the other side of such and the other side of such a fire, if there had been any way of getting round the heat.

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small fire start in a boat a small fire start in a boat (such as a pound of greasy waste igniting) because of the very high performance of insulating materials such as polyurethane foam, the BTU's will increase at a very rapid rate and, as the spread of flame is always related to the compact that the subsequent written inquiries

will be devastating.

How many times have we

How many times have we read in our newspapers of a witness saying "At one moment there was a very small fire, and the next moment the entire building was engulfed in flames".

This is caused by a sudden rise in temperature because the building was insulated internally. The very high temperature that were reached because of the insulating materials caused combustible fumes to rise from other materials in the building, and when the ratio of these combustible fumes is right, the spread of flames is akin to an explosion.

In a very case they have wanted to know whether I could do anything to assist them in their predicament. There is nothing I can do help those who have already risked their money. It might help to provent requirement of such cases though, if I draw attention the advertising to assist them in their predicament.

There is nothing I can do help those who have already risked their money. It might help to provent requirement of such cases though, if I draw attention there is nothing I can do help those who have already risked their money. It might help to provent requirement of such cases though, if I draw attention there is nothing I can do help those who have already risked their money. It might help to provent requirement of the provent requirement of the provent requirement.

ORDERING QOODS ADVERTISED IN OUR CLASSIFIED COLUMNS WE ASK OUR READERS NOT TO SEND MONEY IN ADVANCE BUT TO PAY CASH ON DELIVERY."

explosion.

I have tested polyurethane foam which achieved a class 1 spread of flame and, indeed if a single board is tested, it is polyurethane is one of the not difficult to get a class 1 best insulants available on the property of the polyurethane is one of the polyurethane.

However if a box, tunnel or ship (which is nothing but a tunnel upside down) is made with the same material, given the same or a less source of ignition, the insulating properties of the box will increase the temperatures. And this will be to such an extent that nothing on earth, including refractory materials, can withstand the spread of flame and the high temperatures that go with it.

In 1966 I coated 18 lineal yards of tunnel with 1 in; of polyurethane foam. It then from igniting the foam from igniting.

I then lit a fire in the centre of this area of tunnel and in could be cataging to mankind.

I personally do not think that the combustibility of polyurethane itself is of great importance, as its fuel content in any fire would be low. However, a well insulated enginercom must generate an awful lot of heat and excess of heat must always generate a fire situation, which in turn will elevate the temperatures still further. If the heat does not get you the toxicity produced from any organic foam, or indeed glassibre and resin, will.

These situations are bad sodium silicate, and with asbestos cement to prevent the foam from igniting.

I then lit a fire in the centre of this area of tunnel and in could be catagirophic.

the temperature at the source, the spread of flame about delivery. Often they have not been able to contact the advertiser by telephone. In every case they have

bread of flame. the market today and used. However if a box, tunnel or correctly could be of great

A breakthrough in video processing now gives brighter, clearer echoes on a clutter-free screen.

With ordinary radar there are six fundamental problems that can hinder the interpretation of a radar picture - Sea clutter, which can best be dealt with by manual adjustment of the sea clutter controls; Rain clutter, dealt with by manual adjustment of 'rain' and 'sea clutter' and 'gain' controls. (These controls require constant skilled adjustment, sometimes over long periods, and provide at best a compromise solution.) Radar interference from other ships and receiver noise from own ship also worsen the picture. Weak echoes are hard to pick out and small echoes even harder to see at

But now Decca CLEARSCAN radar solves these problems with unrivalled picture clarity.

Sea clutter is suppressed by automatic adaptive control of the Sea Clutter Control

The rain clutter is suppressed by automatic adaptive control of both the rain and sea clutter controls, and gain level.

Radar interference is suppressed by automatic circuits.

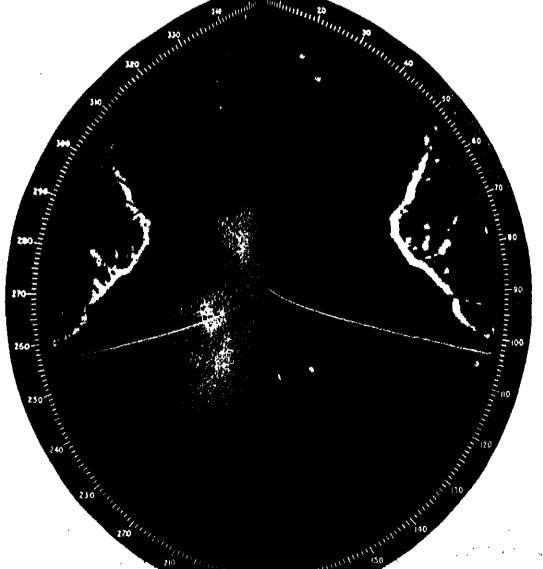
Receiver noise automatically removed.

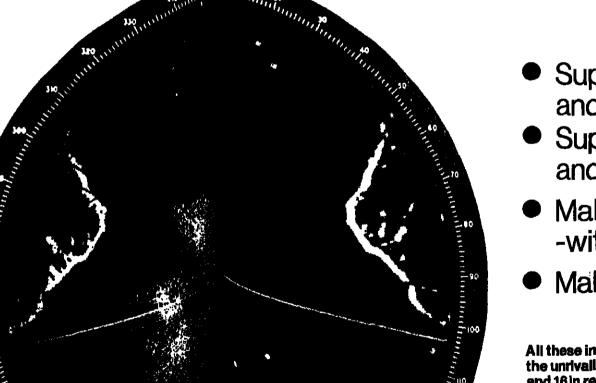
Weak echoes automatically raised to full brilliance by digital video...

... and echoes 'stretched' automatically on longer ranges.

For the radar efficient ship.

...improving the best marine radar in the world.





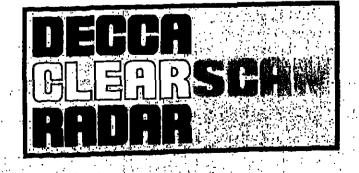
Suppresses sea and rain clutter

Suppresses noise and interference

 Makes echoes brighter -with more contrast

Makes echoes longer

All these improvements can now be had with the unrivalled DECCA Solid State 9, 12 and 16 in relative and true motion displays and the famous AC display system, on both 3 and 10cm wavelengths.



Decca Radar Limited, Decca House, Albert Embankment; London SE1 Tel: 01-735 8111

Stepping up to

VERSATILITY'S range of GRP hulls is to be ex-panded with the addition of a 41-footer.

Mike Haynes told Fishing News that work on the hull will get unmain dimensions will be: beam, 15 ft. 6 in. and draft, 6 ft.

Mike Haynes who has giant American Desco been responsible for the whole Versatility range. Hull prices will be "competitive" and the hull production by 300 per the per the

means that fishermen fibre hulls. wanting a GRP boat just
slotting in under the
DOT's 12m. safety survey

Desco has produced over
leading to the control of the imit now have a choice of and insulate the hulls while,

GRP fishing boat-building methods and come up with a minor

revolution. sulation and stiffening, but no

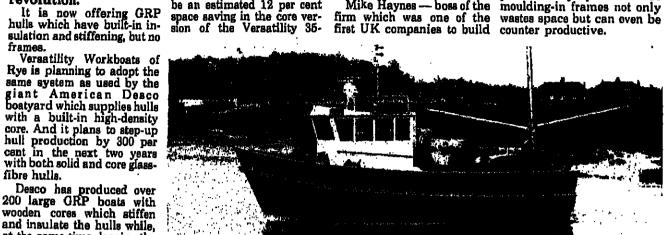
Versatility Workboats Rye is planning to adopt the Design work will be by same system as used by the first is due in September, cent in the next two years. The announcement with both solid and core glass-

SEA-GOING PROFESSIONALS at the same time, leaving the

AMERICAN-STYLE HULLS A SUSSEX-BASED Hull moulding and fitting out firm has taken a hard look at British GRP fishing boat.

be an estimated 12 per cent

Versatility says there will conventional GRP frames.
be an estimated 12 per cent Mike Haynes — boss of the moulding-in frames not only damage when they are in minor collisions. Having siff



JUST starting operations from Heiston, near Falmouth, Cornwall, is the Versatility 35 Thomas William (above).

The commercial fishing and wreck boat is owned by Patrick Strike who specified a Caterpillar V-8 diesel, type 3208, for the boat. This 150 bhp engine drives through a 3:1 reduction gearbox. Her deck gear includes a Drum Engineering net

She made her delivery trip - through Westerlies of Force 6, 7 and 8 - over Easter.

Rank to fit out range

national is to fit out the range of GRP fishing boat hulls produced by Versatility Workboats of Rye, Sussex.

The firm decided last Friday to form aliaison with Versatility and now Rank will have first option to fit out complete boats ordered from the Rye firm.

Rank, the company which perates two yacht marinas, came back into boatbuilding about two years ago. It now employs around 70 workers on building and has already fitted out one GRP fishing vessel— a Cygnus GM32.

The firm can complete craft to White Fish Authority, Lloyds and Department of Trade requirements at Port Hamble, near Southampton, and has a new fitting out shed under construction to double production capacity.

Rank fits out pleasure and was lost while a new and work boats and, also under the control of th work boats and, also, undertakes boat repair and maintenance work.

maintenance work.

Versatility is supplying a hull to Rank Marine International for fitting out as a demonstrator to display jointly at the Southampton Boat Show in September.

The boat will be a 35-footer fitted with GRP deck, and wheelhouse. Displacement will be 16 tonnes.

and insulated building is at a constant tempershue at a constant at a constant tempershue at a constant at a constant at a constant at a constan

ment will be 16 tonnes.

lie of the uii Rank v	Versatility 3 viil fit out.	36			
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19					(1-5) (1-5) (1-5) (1-5) (1-5)

1年至2月25日至18日本於阿尔特

The combination of GRP and a high-density core results in a minimum hull shell thickness where the core material is used (which is ap-

proximately over two-thirds of the total surface area) of in. in a Versatility 25 and lin. in a Versatility 35.
"The successful use of this method of construction is proven beyond any shadow of a doubt by the Desco Marine Co. of St Augustine, Florida, USA'', said Mike Haynes.

frames at close intervals takes away a hull's ability to

He prefers to see hulls built

of a heavy mat lay-up and fewer frames. This, he says, gives hulls more resistance to being holed.

Versatility is experimenting with two types of core. Balsa is the usual wood used but, as light weight is not a pressing consideration with inshore boats, a German-made high-density plastic is being tested. Hulls would be solid in the

keel out to the area of the engine beds and, also, at the stem and skeg. The first hull with a core will be a Versatility 30 for workboat use.

Already the firm has used the core system for the superstructure of workboats and one fishing boat. One main advantage of space saving is in the engine and fish rooms, as the deck no longer noeds a large number of protruding heavy beams. A typical hull lay-up would

about 20. Well over 100 of the

about 20. Well over 100 of the 30-footers have been produced and the newest hull, the 35, is getting into its strict with eight turned out so far (four for fishing).

Hulls have been experted to Finland, France, Southern Ireland, Belgium, Holland, Cyprus, Barbados, plus the Scilly and Channel Isles.

The firm was hard-hit by a firm was hard-hit by a firm December 1975 and

fire in December 1976 and

and insulated building

by outside yards.

erected. This

propeller.

The Howth-based trawler, which will go pair-fishing, was designed and built by the Malahide Shipyard. She is the first Irish trawler to be equipped with the H29 hydraulic two-pitch propeller system from Newage Engineers of Shaw, Lancashire. be to apply five layers of mat, then the core which direct bonds, plus a further four layers of mat. Being one of the first in the field — Versatility built a GRP 25-footer (PZ 161) It is controlled from a

switch panel in the wheelhouse, and the two pre-set blade pitches are matched powered by a Petter 22 hp diesel in 1969 — the firm has produced a large number of For economic free running to the grounds, the three-bladed propeller is set to coarse pitch; for trawling, The original 25 ft. Mk. l hull is still popular after over 100 have been moulded; and the Mk. II version is now up to bwing heavy weather sailing and fish search, the blades

are put in fine pitch. At the end of his first fuel consumption of by the hoat Skipper Moore reported

At the end of his first fuel consumption of by the same than the 1,000 the same than the same than

skipper-owner of the new Irish 65-footer

Adrianne, claims he has

saved around 40 per

cent in fuel costs dur-ing the first week of

operating the wooden

boat because she is litted with a two-pitch

propeller.

Above left; the 64 in. three-bladed manganess bronze propeller has two pitches and was supplied by Nawage, Above right: Skipper Gerry Moore has an Atlas Fischfinder 700 in Adrienne cluding 65 hours under trawling conditions towing a No. similar boat with fixed Her auxiliary engine is a
402 3-bridle net — for a total propeller operating under the
sea-water cooled Kelvin P4 of
fuel consumption of between same conditions according 19 bhp at 1,500 rpm. Deck

week's fishing as a single beat, Skipper Moore reported operating for 71 hours—inless than the 1,000-gallon

This is some 40 per cent Skipper Moore said his two drum, six-ton, hydrsulic vessel's engine easily achieved full continuous rpm while free running and trawling.

Adrianne is powered by a block on an Atlas crane with

Adrianne — the 65-footer from the Malahide Shipyard — can adjust her propeller for towing or free-running

rish pair trawler

fuel-saving prop in

Kelvin TASCS main engine developing 415 shp at 1,200 rpm. It drives through a assisted hydraulic by Tenf-Reintjes WAV400 reverse-jord, type 76, with jury jig.

Below deck from forward is The gearbox, factory ton capacity), engineroom

modified by Reintjes, was and crew sleeping quarters. two-pitch system which con-sisted of an actuator, hollow tailshaft for the blade adjust-ment rod and 64 inch

The 65-footer was supplied

ment rod and 64 inch diameter propeller.

In the event of hydraulic by Imec Marine Systems of failure, the propeller blades automatically return to the coarse pitch position so the coarse pitch position so the boat will not be left powerless.

Adrianne is of larch planking on oak framing, with steel deck stringers, deck beams and steel watertight bulkheads. She has an overall length of 65 ft. and waterline length of 65 ft. and wat

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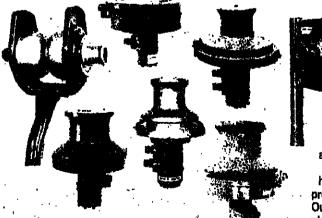
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Weston-Super-Mare

May 5, 1978

trated at Hull, at least for the time being, whereas Grimsby's future lies in its

development as the main wet fish port in the United Kingdom.

freezers was in no way seen as a threat to

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On the docks, too, the switch of the

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TYLER Watson angling boat, 37ft. x 13ft. x 4ft., twin Ford, sixes, 108hp stroke wheelhouse, tinted glass, self-draining decks, radio, eche sounder, log, toilet, cooker, compass, mizzen, anchors, six baskets, longlines, capstan, built by Celstock Marine, March 1978, first-class craftsmanship for this custom-built best, sea trails completed. £36,000. Telephone: Plymouth 0752 64637.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water £35,666: Northern Gift BUT, (Sk. W. Harris), 1,100 kits, NC, 23 days. £28,830; Boston Comanche Boston, (Sk. A. Hollington), 1,078 kits, WS,

£27,137: Belgaum Boston, (Sk. F. W. Gray), 914 kits, WS, 24 days.

£23,448; Ross Kashmir BUT, (Sk. J. Meadows), 1,076 kits, W, 16 days.

£19,547: Ross Kipling BUT, (Sk. J. Roberts), 788 kits, W, 17 days.
£17,001: Ross Jaguar BUT, (Sk. D. Speck), 656 kits, W, 16 days.

£13,774: Loveden, Lindsey, (Sk. G. Ireland), 398 kits, NS, 14 days. £10,870: Lofoten, Lindsey, (Sk. A. Hatton), 328 kits, NS, 13 days. £9,353: Tom Grant Lindsey, (Sk. R. Sinclair), 294 kits, NS, 13 days. £4,246: Lucerne, Lindsey, (Sk. S. Davidson), 132 kits, NS, 8 days.

£10,400: Kronborg Consol, (Sk. H. £8,354: London Town Hewett, (Sk. MILFORD HAVEN £6,308: Picton S 28,382: Frederiksborg Sleight, (Sk. ABERDEEN E8,382: Frederiksborg Sleight, (Sk. G. Mussel), 298 kits, NS, 17 days. £26,537: Clarkwood John Wood, £5,912: Norrard Star Norrard, J. Rogers), 253 kits, 13 days. £7,140: Linda Lee Hamling, (Sk. C. Olesen), 213 kits, NS, 19 days. £7,072: Guldborg Consol, (Sk. H. £16,145: Collena Marr, (Sk. F. Kristensen), 261 kits, NS, 14 days. £24,605: Pindarus BUT, (Sk. J. Greenland: HW home water; I Icelai Greenland: HW home water; I Icelai Greenland: HW home water; I Icelai

Bojen), 746 kits, and £18,605. McKay), 828 kits, S, 12 days. Frances Bojen (Sk. J. Richardson), £18,250: Ben Bhrackie Irvin, (Sk. A. 625 kits, both John R., NS, 11 days. Campbell), 67 kits, S, 11 days.

TELEX: 8951663

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I.

ROMFORD: 43819.

Hamling, NS, 15 days.

£10,211: Leanda (Sk. B. Nejrup), 339 kits, and £5,816: Taarnborg (Sk. J. Hill), 196 kits, both Danbrit, NS,

(Sk. W. Bridge), 594 kits, 14 days. £11,733: Royalist Hewett, (Sk. A. Bedford), 346 kits, 15 days.

£11,068: Boston Explorer Boston, (Sk. W. Anderson), 552 kits, 14

£8,547: Rosamonda Ward (Sk. K. Beavers), 292 kits, 15 days.

Pair Teams
Glasgow), 874 kits, S, 12 days.
£21,801: Margrethe Bojen (Sk. Jens £19,075: Velia Marr, (Sk. J

£15,172: St. Philip, East Coast, (Sk. T. Martin), 514 kits, NS, 13 days. 213,785: Ripley Queen, Talisman, (Sk. J. Deacon), 471 kits, NS, 13

Danbrit, NS, 17 days. £11,668: Beverley (Sk. J. Stringer), J. Jones), 396 kits, NS, 12 days. 254 kits, and £11,270: Paul Antony, (Sk. F. Josefsen), 329 kits, both (Sk. R. Fiske), 392 kits, NS, 13

235,880: Mont Cenis (French), 1,795 kits.
222,310: Korrig (French), 1,131 kits.
220,129: Luneda Marr, (Sk. G. Wignall), 1,110 kits, 15 days.
218,800: Kereon (French), 739 kits.
214,716: Boston Stirling Boston, (Sk. W. Bridge), 594 kits, 14 days.
(Sk. W. Bridge), 594 kits, 14 days.
(Sk. W. Bridge), 594 kits, 14 days.
(Sk. W. Bridge), 594 kits, 14 days. Johnson), 12,936 kg, NS, 3 days.

£6.491: Nova Spero (Sk. D. Fairnie), 14,533 kg, and £5,755: Stardust (Sk. W. Fairnie), 12,454 kg, both Caley, NS, 3 days.

£6,308: Picton Sea Eagle Norrard, 305 kits from three boats. Prices: haddock, £22/£14 (Sk. R. Foster). 235 kits. 13 days. large cod, £24; medium, £25/£27; whiting, £18.80/£19; per box. (Sk. R. Foster), 235 kits, 13 days. £5,912: Norrard Star Norrard, (Sk.

£13,305: Arctic Invader Liston, (Sk. J. Robb), 671 cwt, WC, 11 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Graenland: HW home water; I Iceland: IS Irish Sea: NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R. Rockell; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kita; c cwt: kg kilo.

HUMBER VESSELS DUE

19/25; per box.

TUESDAY, MAY 2

Panther, Ross Tiger, Ross Zebra, Expected during the week from White Sea and Norway Coast: Gillingham; Faroe and Westerly: Aldershot, Kyoto, Ogano, Real Madrid, Ross Civet, Ross Jackal, Ross Kelvin, Ross Kipling, Ross

Expected during the week from White Sea and Norway Coast: Lord St. Vincent and Westella.

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23.70/24.40; best small, 23/24; large skinned dogfish, £5.80;

DUBLIN 1,503 boxes mainly from Howth and Killybags. Prices: salmon, £1/£1.60; lobster, 80p/£2; sea trout, £1/£1.35; prawn, 12p/20p; white sole, 5p/6p; black sole, £1.10/£1.25; slips, 40p/45p; brill, 14p/25p; turbot, 14p/90p; dabs, 4p/5p; cod, 18p/20p; codling, 14p/17p; black pollock, 11p; white pollock, 14p/15p; whiting. Norway's No.1 Diesel Engine ite pollock, 14p/15p; whiting, haddock, 11p/15p; large plaice, 8p/29p; per lb; round whiting, 59/210; ray, 210/218; mackerel, ...the driving force for your boat. MONDAY, MAY 1 MALLAIG Prices: cod, £2.87/£3.97; haddock; £1.97/£3.50; whiting, £1.33/£3.10; monkfish, £2.60/£3.14; coley, £1.97/£2.20; hake, £3/£11; lemen sole, £2.40/£2.60; flatfish, 93p/£1.33; roker, £1.67/£2.10; dogfish, £1.12/£1.24; prawn tails, £13.60/£35.60; ling, £2.10/£2.70; lythe, £2.73/£2.83; per stone. GRIMSBY A good supply of 6,002 kits from 17 boats met a fair demand. Prices: shelf cod. 23,60/g4,20; codling, 22,50/g3,50; large haddock, 24/g4,50; med tum, 23,50/g4; small, g2,20/g3,20; large plates, g8,90; medium

HULL

1,950 kits from one French vessel.

Price ranges per 10 st. kit., heads on: shelf cod, £39/£39.50 (average £39.33); coley, £19.45/£22.25 (£21); bergylts, £24.75/£27.50; blue ling, £18.05/£23.50 (£21.26).

No distant water shelf codling, bulk cod, codling, shelf and bulk haddock, plaice or halibut.

FLEETWOOD

Prices: English shelf cod, £30/£2.25; forem, £1.67/£3.23; define £2.50/£2.80; flatfish, £1.30/£18; roker, £1.67/£3.23; define \$90.7£1.28; prawn talls.

FLESTWOOL/
Prices: English shelf cod, £29/£44; plaice, £24/£62; haddock, £14/£45; megrim, £22/£24; ling, £2.33/£2.80; lytheling, £26/£26; hake, £73/£90; £2.63/£2.97; per stone, £13,361: Green Valley (Sk. R. Younger), 380 kits, and £9,767: £12,982: Boltby Queen, Talisman (Sk. A. Gill), 412 kits, NS, 12 days. £12,429: St. Rose, East Coast, (Sk. L. Danbrit, NS, 17 days. £12,429: St. Rose, East Coast, (Sk. £14,668: Beverley (Sk. J. Stringer), J. Jones), 396 kits, NS, 12 days. £11,668: Beverley (Sk. J. Stringer), J. Jones, 396 kits, NS, 12 days. £10,668: Beverley (Sk. J. Stringer), J. Jones, 396 kits, NS, 12 days. £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,668: £10,

NORTH SHIELDS
£12,360: Ben Glas, Irvin (Sk. R.
Sheader), 35,188 kg, NS, 11 days.
£10,321: Ben Meidie, Irvin (Sk. A.
Coe), 25,636 kg, NS, 10 days.

Under 80 ft.
£6,832: Persevere, Caley (Sk. P.
Johnstone), 14,021 kg, NS, 4 days.

NORTH SHIELDS | £14.40/£24; lemon sole, £12/£8 plaice, £24/£31,80; white, £14.40/£24; lemon sole, £12/£8 plaice, £24/£34; hake, £18/£9; per cwt.; halibut, £8/£12.80; per stone. haddock, £28; medium haddock, £20/£26.50; small haddock, £20/£22.75; selected whiting, £17.50/£18.50; round whiting, £14; plaice medium, £20/£21; plaice small, £15/£16; lemon sole iarge, £32; lemon sole medium, £30; lemon sole small, £23; dogfish large, £13.75/£15.75; dogfish small, £8/£9.75; per 40-kilo unit.

PETERHEAD

3,437 boxes from nine best. Prices: cod/codling, £3.40/£43; whiting gutted, £3.10/£3.80; round, £2.80/£3; coslfish, £2.20/£3.90; catfish, £2/£28, ling, £2.10/£2.40; dogfish, £1/£1.30; turbot, £20/£2; lemon sole, £4.40/£6.30; plaite, £2.20/£3.70; per stone.

MILFORD HAVEN

NOKALON

£2.40/£2.80; snithes, £1.00/£2.30; lemon solos, £7; lemon solos, medium, £33; small, £2/£4, stone.

HULL

1,950 kits from one French vessel.

Price ranges per 10 st. kit., heads on; shelf cod, £39/£39.50 (covarge \$29.23); colou £10/£0.22.26

roker, £26/£47; whiting, £10/£30; turbot, £150; per 10st. kit; lemon solo, £30/£40; brill, £40; per stone.

LOWESTOFT

2,671 kits from nine boats. Prices: large cod, £28/£46; large Prices: large cod, £28/£46; large prawn tells, £6; small, £13; coley, £2; cattle £1.50; skate £1.60/£2; per stone.

ARBROATH

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Ythan Cottage, By Ellon,

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We offer a complete service to the fishermen including gli nets, trawls, floats of all types, nylon rings, needles, iron Write for catalogue and detells of your nearest stocket

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Purser DAMAGES FOR skipper WINCH MAN AN IRISH fisherman whose left leg was amputated when it became caught in a wire warp ---Court's while he was operating a trawler's winch has been awarded £56,348 plus costs in the High AYRSHIRE skipper, Thomas Gilbert Andrew. Court at Dublin. has been fined £750 and

in its resolve to secure a fair deal for the British fishing industry in negotiations with its EEC partners."

Author making port. Trawler owners appeared to regard the move as a last-ditch effort by Hull to justify its existence.

He is Liam O'Reilly Killybegs who, at the time (32) of Main Street, of the accident in January has been fined £750 and ordered to pay £250 costs for fishing with a purse seine off St Antony's Head, Falmouth.

This is contrary to a by-law of the Cornwall Sea Fisheries

The action was brought

He is Liam U'Keilly Killybegs who, at the time of the accident in January 1975, was owner of the trawler.

Which tightened sudden-

Grimsby loses freezers

help it can to those who are threatened

Minister of Fisheries, John Silkin,

took the opportunity to re-affirm that the Government would stand "steadfast

This blow to Grimsby will mean the loss of 190 shore jobs and the company plans to make 75 shore workers at Hull possess "diabolical."

On the transfer of the vessels the There were a beautiful plant to the partition.

Instance.

One company spokesman told Fishing News: "One thing is for sure, it will kill completely as a wet fish port."

plans to make 75 shore workers at riui jobs as "Giadolical."

On the transfer of the vessels, the town clerk, Frederick Ward, said: "We it was understood that the Boyd Line intorth-east Atlantic is blamed for the operations would probably be concentaged."

ort Hull completely as a wet fish port."

There was a boost for Grimsby when it was understood that the Boyd Line intends to land some of its wet fish boats at the port.

CRIMSBY is to lose its freezer massive staff cut-back.

Following a 21m, loss by parent com-pany Associated Fisheries in the first

quarter of this year, British United Trawlers has announced a rationalisa-

tion plan which will see its six-strong

freezer fleet move across the Humber to

Magistrates sitting at Tregony, Cornwall, on Tues-day were asked to decide at

what stage in a purse seining operation the fishing stopped.

Skipper Andrew, part-

owner of the Ballantyre-resistered Pathfinder, plead-ed "Not Guilty".

bottom of the seine net had ben shut, the boat had ceas-ed to fish, although her catch

theries protection vessel. He denitted being 0.4 miles

mitted being 0.4 miles within the limits.

At an authorised officer unthe fashing Act 1878, and based

proposed in a pure and based

He was reply

disyth-Grant makes this added to wonder on that evidence is to wonder on the evidence is to wonder on t

data on which Mr.

trawler fleet in a move which Reacting to the announcement, the

will cost 265 jobs on Humber- Government has promised to give all the

of the Killybegs trawler Mr. O'Reilly claimed The jury assessed total father Murphy at the time that his leg became entangled in a coil of wire, found that Mr. O'Reilly The accident.

The action was brought which tightened sudden- was found to be 40 per against Noel McGing of ly, amputating it above cent at fault.

He claimed that once the bottom of the seine net had ben shut, the boat had ceased to fish, although her catch sastill in the water.

DAVE HAWLEY, district ton, whose Louth constituentions of the Merchant cy borders on Grimsby, is Navy and Airline Of-making representations to the ficers' Association on Department of Health and I was still in the water. South Humberside, is Social Security.

sastill in the water.
Michael Brabin, for the Sea Fisheries Committee, agued that the process of faling did not stop until the fish were brought aboard.
He said the committe

No case for blue

SALMON

Sign in your April 28 edition a like was published from a like of Forsyth-Grant which the tollowing the to

hakes the following NO CONVINCING case make a great contribution to recently impounded by the for direct aid for blue the British fishing industry Grimsby authorities after whiting fishing has been both industrially and for writs had been taken out

shout two-thirds of the salmon marketed in Billingsgate has been lilegally—as an authorised officer unfibeles Act 1975, and based the Salmon & Freshwater Marketed in Billingsgate, is salmon & Freshwater Marketed Salmon & Freshwater Marketed Agriculture and the Salmon & Freshwater Marketed in Billingsgate, is salmon & Freshwater Marketed Salmon & Freshwater Salmon & Fres

Mr. Bishop agreed that the species was of major importance. In the years shead it could help to offset the reduction in the UK of other THE chairman of Berwick species in shorter supply. Salmon Fisheries is to be Sheriff of Berwick, He is

Radio talks THE Government have given an assurance that the Fishing Industry

Safety Group will con-sider the Scottish Fishing Organisation's initiative radio channel for position

reporting.
Douglas Henderson, East
Aberdeenshire's SNP MP,
has been told by Stanley Michael Brabin, for the Sea Fisheries Committee, agued that the process of faling did not stop until the she was brought aboard. He said the committe mobilited the use of such that in an area extending three miles from the coast. The skipper had closed his set and was drawing it in the shank was boarded from a false protection vessel. He miles from the sease of the industry at all UK trawling centres, would be financing centres, would be financin

FOR SALE BY PRIVATE BARGAIN

M.B. "SHARON" Built 1974, registered length 56ft., overall length approx. 60ft., breadth 18ft., depth 6ft. 3in., under 50 tons, can be used with a limited ticket. Catterpillar engine D343 366hp, complete with

Wheelhouse equipment Atlas 450, Furuno fishiups, Kelvin Hughes type 17 radar, Sallor S3B radio, Sallor VHF, two RFD liferafts all Steel dack house, built oak on oak, all new 1974.

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Langth ovarill 82.6tt., registered length 77.4ft., breadth 22.56ft., depth 3.8ft., ron-nage gross and nett 85.81. Bulls of steel by H. MoLsan & Bons, Ranfrew 1971. Fitted with 498hp Blackstore disease engine, 18hp Lister auxiliary, 11 ton Norwinch trevid whoth, port and sterbeard gallows aft., wholeback, Repp 19in., power block, three ton dispharging winch, seline net winch by Norwinch, Section coller. Equipment ownset: Type 17 radar, 4844 echometer, Kelvin Hughas fishesen, Kelvin Hughes sutopilot, Foreland VHF, Selfer 100 AFT, MB33 solts sounder, Elac sonur. Hirad equipment: Decca Navigator Mark 12 and plotter, Bellor R/T 144 VHF, Furuno ladar.

TELEX 739251 Closing date for offers 9th May, 1978.

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Built of wood in 1945 by Hepburn, Aberdeen

Engine: Gardner Diesel 98 HP. Rigger for Seine Net. Sutherfand Winch. Hydema Power Sheave, Equipment owned: Deces Simrad Fishlupe; Deces 101 Radar. Equipment hired: Koden Echosounder with bottom expansion; Marconi Kestrel R/I; Sallor Multi Channel V.H.F. Radio: Deces Navigator Mark 12. Overall length 44ft; Registered Langth 44ft; Keel 42.5ft; Breadth 16.4ft; Depth 7ft; Tonnege 22.73 tons. 20 Colls Polyprop Rope and 2 seins net travis and 1 prave travel included in sale. Board of Trade requirements in head and should be completed before sels. Vessel can be inspected at Lessemouth by arrangement. On slip from 5th May, 1978 for 2/3 days. Closling date for offers is 19th May, 1978.

Offers in writing to: Arthur Buthle & Co. Ltd., 1 Shore Street, Lossiamouth. Telephone 024 381 2078.

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MV "ARGYLL OWL"

Built 1869 by Schottal, Netherlands, O'mensions 47ft, x 11ft, x 4.6ft, construction hull all welded steel, super attracture aluminium.

Machinery, main engine 1685hp Mercades, new 1870, propulsion Schottel SRP 76/50 new 1977; swiftery generator Lister, fuel tank 1809 salions, constitution 2 pallons per hour at 14 lengts.

Auditary equipment Deccarscler, Seargles VHF, acho sounder, 20 man Merch O'II applicated by Mercades (Nebagys.

Accommodation bridge make for 12 palacenger, today and galley.

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MY GLENRINNES BCK 86

Built in 1974 of Fibre Class (Meliciento Liuli) construction. Registered Length 34.5 Overall langth 36. Toninese's Gardiner & ordinder LW 84HP, 21 setteration. Overall langth 36. Toninese's Gardiner & ordinder LW 84HP, 21 setteration. Overall langth 36. The desire Sounder, and Saller 88s, tilled southerent Occas Navigator Mix 21 and Saller VIII. The vessel is titled with Daumiese Travel which supply give box, visitable speed invertuilly plant, and Evilipton, jot Reuler, Quantity of Saller box, visitable speed invertuilly plant, and Evilipton, jot Reuler, Quantity of Saller Lad. 12 Corresponded Property Buckley Teller Corresponded Pr

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PRICE CTARGE

Appyr Offenore Workboate Ltd. Senrig, et. Boswelle, ROXBURGHEHIRE, BCOTLAND, Telephonel St. Boswelle (08:35) 2483

NANTES ORIGINAL SPINNERS

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MULLET beach nots, two 4in. x 20ft z 11ft. 6in. £30 each. Small nesh beach nots damaged 350ft. ap-pur. £15. Telephone: 01 505 4895.

FYKES. SINGLES. DOUBLES

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P & P & P & F1.50 per net

Also trammés, través, mono gill neta,
beyoh selnes, etc.

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LARGE SIZE ONLY

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21ft. GRP angling cruiser, two berth, Vedette engine veedrive, sealed foam floor, toilet, cockpit canopy, sounder, 12,500. Telephone: Cowes (098382) 4838 evenings.

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80ft. angling workboat, transom stern, clinker, Ford 4 cylinder, echo sounder, two berths, viewed Port-patrick our Donaghadee. Telephone 0247 883650.

36ft. carvel boat, five ton, new winch, net, otter boards, gantry, forward cabin, whoelhouse, Dorman engine, 23,000 onc. Telephone: Havant 474850.

A SOUND INVESTMENT IN 39t, all steel MFV, atom trawler, built 1973, fully operational and equipped, Gardner Skip engine, etc., currently operating south west coast by very experienced skipper. Pany agreement produces income of £2.200 PA. On full knuring basis.

BOX No. 868

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Continued from Page 13

VESSELS FOR SALE



READY for sea Cygous 32, stern wheelhouse, flush deck, 5 LW Gardner, Depmar sounder, Radar, VHF redio, hydraulic steering, £22,500. Telephone Littleharmpton 7843 evenings.

| Addit. x 12ft.6in. x 4ft. angling / workboat, 5 LW Gardner 2:1 reduction, transom stern, Kelvin Hughes echo sounder, VHF, hydraulic winch, tolephone Killylagh 298.

18FT. purse seins Dory GRP, 62hp Volvo, new starter, new echo suunder, new batteries, newly decked, hydrautic stering. Ars. E. Anderson, 58 Hape Street, Peterhead, telephone:

20FT. Fibre-glass creek beat, 2.2 BMC engine with hydraulic box. Today's price over £5,000, offers. Also number of croeks. R. Wallace, 35 Househill Terrace, Nairn 1V125AS,

MFV "HARMONY" (BF.158)

Length 39ft., breadth 13ft. 6in., depth 5ft. 5in., tonnage 11.95, 66hp Kelvin K3 engine, Bradford trawl winch. On hire Decca 050 rader. Simrad E/L sounder and Redcom VHF. Boat's property Woodsons clipper wireless. A

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PASSENGER vessel los 45ft., BTTV 75 and VI 71 passengers, 96hp Sutton power Ford 6D completely stripped and reconditioned 1977, lying west country. £15,000. Available for immediata inspection. Telephone: Falmouth 311004 or Falmouth Upminster 25131. Lying Haybridge Basin, Essex.

24FT registered MFV, clinker built, counter stem, rigged for single handed trawling, 60hp diesel, half ton winch, furward wheelhouse, two berth, sink cuder, VHF, graphic sounder, all gear, £2,800. Telephone: Chesterfield, Kent. 2891.

FISHING boat hull, Norwegian Dory, 32ft. Mary Brawls, 49 Main Street, Port William, Wigtownshire.

GAY Dawn, 31ft. 9in. x 9ft. 9in. x 4ft. 9in., built Looe 1938, forward wheelhouse, mizzer, Spencer Carter line hauler, Lister 35hp, Sailor VHF and Koden on hire. Offers over \$4,000, Telephone: Falmouth 311680. GAY Dawn, 31ft. 9in. x 9ft. 9in. x 4ft. 9in. built Looe 1936, forward trawler, 165hp ABC engine, 2:1 reduction gearbox, VHF sounder Ocean mark 21, boat built Belgium 1957, some trawl gear to be sold with boat. Price 19,500. Apply P. Quill, 26 Hillview Estate, Carrigaline, Co. Cork. Ireland. Telephone: Cork 882435.

FOR SALE or exchange Scottish MFV 53ft. x 17ft. x 7ft., 5L3 Gardner 2:1 reduction, Decca in 11 radar, soundar, ship's radio and liferaft six man all boat's property. Wired for Decca Navigator. Hull, angle perfact. New wheelhouse and shaft. Presently fishing Eire 12,000. Or will exchange for 36/45ft. trawler with smaller Gardner on 36/45ft. trawler with smaller Gardner engine with cash adjustment.

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Length 30ft., engine BMC four cylinder, new gearbox, batt eries and pump, rewired.

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FOR SALE 38ft. purpose built angling/charter boat, Petters PJ4M, Borg Warner gearbox, Morse steering, single lever control, built 1975, varnished, £9,000 ono. 12 rode in comfort. Telephone: Yarmouth 65836 day, 63498 evenings.

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MFV for sale, side trawler, built 1882 in France, 56ft. x 18ft. x 7ft., fitted with Poyaud 240BHP engine, hull and superstructure needs attention. Offers for as she lies in Plymouth. For further information contact Tamer Boat Enterprises, Plymouth (0752) 80163 or 88670.

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Complete craft GRP or timber hulls only 37ft. GRP complete first class craftsmanship. £32,000 zero

27.7ft. x 10ft. x 3.5ft., inshore fishing boat "Diane" (KY 55), McKay McCleod hydraulic pot line hauler also capatan hauler not connected, BMC 2.2 2:1 reduction with heat exchanger water cooled manifold, PRM hydraulic gearbox, Telefex controls, electric start, lights, masts, sail and anchor. Tel: Anstruther 310617 or 310629. 30FT. x 10ft. 6in. x 3ft. 6in. Lobster Trammel and Angling Boat. Ford 72hp, 2:1 reduction, Ferrograph sounder, survey available. Telephone: Rockellf, Kirkudbrightshire 231. REGISTERED 31 ft. Mitchell Sea angler, 9ft. 6in. beam, 108hp Ford one year old, 14 knots, toilet, gas cooker, Sailor VHF., echo meter, auto pilot, electric winch, boat just had refit. 18,000 one. Telephone: Terbert 486.

GRP launch, forward cabin, wheelhouse, large cockpit, 30ft. x 10ft. flow, x 2ft., lying ashore Scrabster, Caithness. Offers to Scrabster Har-bour Truat, telephone: Thurso 2770.

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STEEL stern trawler 35ft., built Holland 1973, Ford Tempest 120hp 2.5:1 hydraulic gearbox, Morse radio's, sounder, hydraulic winch, auto pilot, many extras, all ship's property. Wired for Decca, sriging done 700 hours only, fishing Newlyn, £10,500. Telephone: Penzance 3000.

20ft, Sin. x Sft. Sin. Fishing Vessol, Karran PZ81, Saab dissei engine 18hp, Ferrograph 500. Price £2,250 o.n.o. Telephone: Mousehola 354 after 32ft. x 12ft. x 3ft. 6in., angling charter boat, double diagonal mahogany on oak, centre wheelbouse, flush decks, 5.7 BMC with hydraulic gearbox. Offers over 25,500. Telephone: Bournemouth 760810 28ft. flabing boat, beam 10ft. 1in., Ford 'D' engine, echo sounder, licens-ed for 12, £1,800 o.n.o., telephone

ed for 12, £1,800 o.n.o., telephone
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27ft. fishing/angling boat, recent
passenger. If the noa, forward
wheelhouse, Perkina diesel, Sessoribe
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A real bargain, 31ft. x 11ft,
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4D diesel engine, act proceder
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MFV 28ft. 6in. x 9ft. x 3ft. 6ins. carvel built larch on oak, 56hp Ford Mermaid, flush deck, aft wheelhouse, gantry, hydraulic capstan, MS 39 sounder, Ajax RT, compass, bilge pumps, surveyed 1977, some gear, £5,000, telephone Newmilton 617999.

SALTRAM 24, 36hp Lister, forward wheelhouse, decked, 237.

28ft. carvel, forward wheelhouse, decked, 68hp Ford, hydraulic goarbex, Teleflex steering controls, gantry

28ft. carvel, forward wheelhouse, decked, 68hp Ford, hydraulic goarbox, Teleflex steering controls, gantry with twin booms, North Sea Winch, warps, doors etc., ready for fishing, 24,000. Telephone: Havent 474716 after 6pm.

FOR SALE

16ft. coble, clinker, very sturdy, excellent condition with reconditioned PHI Petter diesel. Viewed in Norfolk. 1800 ono. Telephone: 0382 459019.

IP23 length 23ft., besm 9ft. 9ln., draft 3ft. Perkins 4.107 engine, suitable ses angling. 15,000 ono. Telephone Girvan 2760.

FOR sale 1972 Aqua Star, 33ft., engine 108hp Ford six cylinder, echo sounder, VHF. Koden fish finder on hire. Many accessories slee including shark fishing equipment, kitted out for commercial markers if fishing and ideal diving bost. Immediately ready to operate for coming seeson. Sale due to getting larger vessel, genuine offers only for quick sale, Box No. 869.



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Fish processing "Baader" machinery and MFV's.

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Ex Naval unused galvenised

n. circumference, jin. dieme (12mm) 120 fathom colla 275 each plus V.A.T.

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